

COST OF CULVERTS.—The following table from the *Railway Chronicle*, shows the amount of labour, and the cost of constructing the culvert through Blechingley tunnel, 1324 yards lineal, with the radiating bricks and the centre:—

	Houses	Bricklayers	Labourers
	Days.	Days.	Days.
Carting bricks ..	71	—	—
Laying bricks and mortar 43}	—	—	684
Turning culvert ..	—	1514	1624
Loading brick carts, &c. ..	—	—	35
Wheeling bricks at top ..	—	—	2524
" in tunnel ..	—	—	44
Making mortar ..	—	—	304
Banking ..	—	—	16

Total .. 1144 1514 6144

ACTUAL COST.

	£.	s.	d.
120,000 bricks, including waste, at 50s. per thousand ..	300	0	0
75 bshls. of cement, at 14.8d. per bshl. ..	6	5	0
48 yards of lime, at 13s. per yard ..	31	4	0
96 yards of sand, at 1s. per yard ..	4	16	0
Carting do., at 2s. per yard ..	2	12	0
Carting water ..	2	5	6
Candles, 410 lbs., at 6d. ..	11	2	1
Horses, 1144 days, at 7s. ..	40	1	6
Bricklayers, 1514 days, at 6s. ..	45	10	6
Labourers, 6144 days, at 3s. 3d. ..	99	16	4
	550	12	11
Centre, as above described ..	10	0	0
	560	12	11

Being at the rate of 8s. 5½d. per yard forward. The weight of iron-work to the centre, including axles to the rollers, was 181 pounds. Had the culvert at Blechingley been built in two rings, with common bricks, it would have taken 264 to a yard forward, or 350,000 in the whole. —F. W. SIMS.

MINERAL RAILWAYS.—The advantages which will result to the community at large from the use of railway power in the "winning" and distribution of mineral produce, cannot be more strongly illustrated than in the case of the marble quarries of the Bas Boulonnais, and of the great slate quarry of Dolawen, in Guernarvonshire, described and represented in late number of the *Illustrated News*. A marble mantel-piece, a marble side table, a marble wash-hand-stand, are household luxuries which are almost wholly shut from the poor, and a slate roof, a slate paved yard, a slate cupboard are almost equally shut, by their cost, from village use, where thatch, and mud, and dirt prevail. Both these classes of conveniences are enjoyed in the neighbourhood of the quarries producing suitable materials. In the Bas Boulonnais marble is to common use by the peasantry, and in Llandegai, the nearest town to the Dolawen quarry, slate, in abundance, is procurable for all sorts of household purposes. But did a ready means of transit enable the proprietors of the royalties of these spots to distribute their respective measures of produce, there is marble enough in the Bas Boulonnais to supply all England, and Dolawen is sufficiently rich in slate to meet all the requirements of northern France. Railways are on the point of removing these impediments to the comfort and civilization of the people.

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The main object of this company is to unite by railway communication the city of Salisbury with the port of Lymington, embracing in its course the towns of Downton, Fordingbridge, and Ringwood, and forming two most valuable connecting links with the line of the Southampton and Dorchester Railway, now in the course of construction. The first line, about four miles in extent, will proceed from Lymington, and effect a junction at Brockenhurst; the second line, about 19 miles in length, will be made at the town of Ringwood (through which the Southampton and Dorchester line passes), and will run to Salisbury. It will be perceived, on reference to the accompanying map, that a direct and expeditious route will thus be opened from Salisbury and the western and north-western counties of England to the Isle of Wight, the western division of which admirably situated resort will also, in point of time, by this means of railway communication, be brought much nearer to London.

The second part of this undertaking is the improvement of the port of Lymington; on which it is proposed to expend a sum of from 20,000*l.* to 30,000*l.*, as may be deemed advisable upon the report of the company's engineers, in rendering the river and harbour navigable for ships of 300 tons and upwards, being of a larger class than those now capable of trading there—a defect which has been injurious to the trade of the port, and incidental to the prosperity of the town. An advantageous arrangement will be made with the corporation of Lymington, by which a part of the increased dues will be appropriated for payment of interest on the sum thus expended. A great disadvantage under which Lymington has hitherto laboured, its not being a free port—a restriction which would at once be removed by the increase of trade consequent on the improvement of the harbour and the advantages derivable from a direct inland railway communication.

This desirable undertaking appears to be singularly favoured. The proposed line does not exceed 22 miles, passing over a country which is nearly an entire flat, and connecting towns of a populous and industrial character, the traffic and commerce of which must be necessarily vastly augmented.

The capital required has been estimated at 300,000*l.* but there is every reasonable probability that the necessary outlay will not amount to two-thirds of that sum. This may be safely anticipated if the company succeed, as they have every reason to suppose they will, in effecting a junction with the Manchester, Southampton, and Poole Railway (Lacy's line), should that company obtain the sanction of Parliament. The surveyed route of that railway is to pass from Salisbury through or near to the towns of Downton and Fordingbridge on to Poole, and it would be a portion of the present undertaking in the line from Ringwood to effect a junction with the above railway at or near to the town of Fordingbridge—a proposition that has been already favourably received, as the proposed company would thereby confer fully as many advantages as they could possibly receive; and, if accomplished, it would enable the company to realize the railway part of their undertaking by the construction of little more than ten miles of line.

A very considerable and lucrative traffic both for passengers and goods to and from the Isle of Wight, viz. Lymington and Yarmouth, must necessarily ensue from the proposed junction with the Southampton and Dorchester Railway at Brockenhurst. The important towns of Ryde and Newport, and the garrison depot at Parkhurst will be brought nearer to all the counties north or west of Hampshire than by any other route. Ventnor and other places of popular and fashionable resort on the southern and western parts of the island will, in like manner, participate in this shortened mode of communication, with the additional advantage of having a more direct line to the Metropolis; while the much-desired facility for making the shortest and safest sea-passage generally available will thus be accomplished. The vast facilities of the Lymington Steam Packet Company complete the distance between that port and Yarmouth in twenty-five minutes. When, therefore, it is considered that the resident population of those portions of the island referred to exceeds 25,000, and that the summer visitors may be fairly estimated at not less than 3,000, to all of whom the proposed undertaking would secure the benefits alluded to, the financial result to the company cannot but be satisfactory.

Lymington is celebrated for the beauty of its surrounding scenery as well as the salubrity of its air, and therefore with an improved port, and regarded as a terminus, it may naturally be expected that the number of its visitors would greatly swell the amount of railway traffic.

It may be fairly assumed that the shipbuilding and timber trades, which have acquired great importance in this port from the contiguity of the New Forest, would be considerably augmented by the proposed railway and improvement of the harbour, both of which, also, could not fail to give a valuable impetus to the coal and salt trades of Lymington.

The traffic along the line, particularly that arising from the busy and increasing market town of Ringwood, the surrounding agricultural district, the borough town of Christchurch, and the fashionable watering places of Muddford and Bournemouth, is of such a character as to leave no reasonable doubt upon the minds of those locally resident that it would afford a most valuable return for the proposed outlay.

From the very favourable manner in which the present undertaking has been received both at Salisbury and Lymington, and the nature of the country through which the projected line will pass, the provisional committee have every reason to believe that they will not experience any opposition on the part of the landowners and other proprietors. Facilities of shareholders will be limited to the amount of their respective shares, and a power will be taken in the Act to allow 4*l.* per cent. per annum interest upon all calls made until the opening of the line.

A preference in the allotment of shares will be given to the applications of those locally interested, and also to shareholders of the Southampton and Dorchester, and the Manchester, Southampton, and Poole (Lacy's line) railway companies.

Prospectuses and maps may be obtained of the solicitors and local agents, and of the following shareholders:—Messrs. Tanton and Bush, Austin Priors; Mr. Creusden, Liscomb; Mr. J. O. Neil, Manchester; Messrs. Young and Co., Hull; Messrs. Rose and Dyson, Leeds; Mr. Balme, Gloucester; Mr. H. Vatchell, Easington; Messrs. Tate and Nash, Walsall; Mr. Collis, Birmingham; Mr. Allan, Edinburgh; Messrs. Easly and Son, Southampton.

Applications for shares in the annexed form may be made to the secretary, at the offices of the company, and of the solicitors.

To the Provisional Committee of the Salisbury and Lymington Junction Railway and Port of Lymington Improvement Company.

Gentlemen,—I request that you will allot to me shares of 20*l.* each in the above railway, and I hereby undertake to accept the same or any less number that you may allot me, and to pay the deposit of 2*l.* 2s. per share thereon, and to sign the Parliamentary contract and subscribers agreement when required.

Dated this .. day of 1841.
Name in full ..
Place of Business or Profession ..
Residence ..
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